

## Neighborhood Traffic Management

### Introduction

*How was neighborhood traffic management addressed in the preferred alternative?*

The SR 520 I-5 to Medina preferred alternative removed the existing Lake Washington Boulevard ramps, which changes the way that vehicles will travel to and from the SR 520 corridor. Traffic modeling predicts these changes will not result in significant changes to city streets, but there are still concerns from neighborhood groups about potential adverse impacts due to increased traffic volumes.

### Addressing the problem

*What comments did we receive?*

Comments on the SDEIS from the Seattle City Council, the Mayor of Seattle, and community members indicated a desire for additional analysis regarding traffic impacts of the preferred alternative on City of Seattle streets. The City's elected officials and the public identified a number of streets for further evaluation.

*How did we identify possible solutions?*

The Seattle Department of Transportation (SDOT) developed a series of recommendations related to neighborhood traffic management and presented them to the Technical Coordination Team (TCT) for consideration.

### Recommendations

*What did we consider?*

SDOT developed several process recommendations for moving forward with neighborhood traffic management. Given the timing of the ESSB 6392 workgroup effort relative to the Final Environmental Impact Statement (FEIS) and design efforts, the development of concrete neighborhood traffic management opportunities is premature.

### Final TCT recommendation

The TCT supported the following recommendations:

- Evaluate potential traffic management opportunities on local streets after the FEIS is published.
- Allow the SR 520 project to move forward with the current forecast assumptions for City of Seattle arterials.
- Coordinate with existing and planned SDOT efforts and private development efforts related to traffic management in the project area.

- Develop an intelligent transportation system (ITS) plan for Montlake Boulevard and 23<sup>rd</sup> Avenue.
- Establish a schedule for ownership and implementation of traffic management opportunities in the first quarter of 2012. This schedule will provide time for review of updated traffic modeling included in the FEIS and will allow early evaluation of the impacts of tolling the SR 520 corridor on local traffic patterns.